OPEN HOUSE PUBLIC MEETING
FOR
LA 447/I-12 INTERCHANGE
LA 447
WALKER, LIVINGSTON PARISH

State Project No. H.005693
Federal Aid Project No. H005693

Project Partners

Project Description

- The Louisiana Department of Transportation and Development (DOTD), in conjunction with the Federal Highway Administration (FHWA), proposes to construct two, 2-lane roundabouts within the City of Walker on either side of the LA 447/ I-12 Interchange.

- All work is proposed within existing right-of-way.

- The roundabouts will replace the existing stop signs and signals at the LA 447/ I-12 Interchange.

- It is anticipated that the project will be environmentally processed as a Categorical Exclusion.

Project Purpose and Need

The purpose and need of the project is to improve traffic flow and reduce congestion on LA 447 and prevent traffic exiting I-12 from backing up on the Interstate.

Meeting Agenda

In addition to this presentation, the following stations are available:

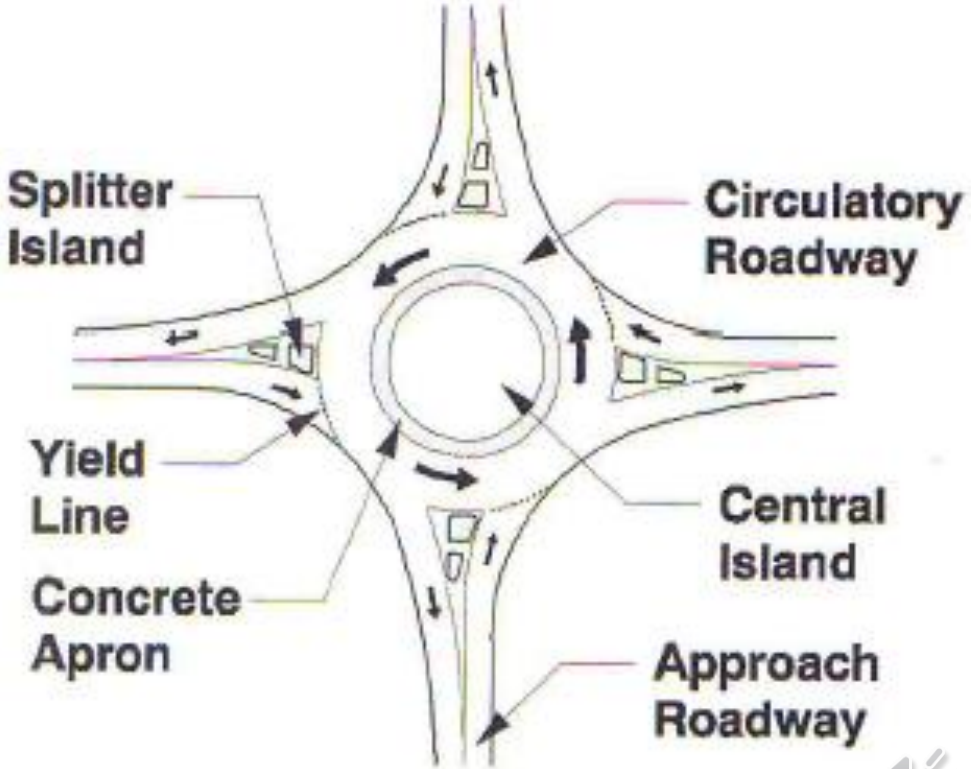
- A Sign-in and Handout Station
- An Exhibit Station to review layouts of the proposed roundabouts and ask questions to project staff
- A Comment Station for giving written and/or verbal comments (Written comments postmarked within 10 calendar days of meeting will be included in the transcript)

Project team members are available to assist you and receive your comments.

Project Location

What is a Roundabout?

- Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.
- In a roundabout, traffic flows through a center island counterclockwise.
- A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



This diagram of a one-lane roundabout is for informational purposes only. The proposed roundabouts on LA 447 would be a 2-lane design.

Source: DOTD Roundabouts Fact Sheet

What do statistics from FHWA say about Roundabouts?

Roundabouts save lives

- Reduce fatalities by up to 90%
- Reduce injury crashes by up to 76%
- Reduce pedestrian crashes by up to 30% to 40%
- Create up to 75% fewer conflict points than a four-way intersection. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross

Source: DOTD Roundabouts Fact Sheet

What do statistics from FHWA say about Roundabouts?

Roundabouts save money

- Reduce road electricity and maintenance costs by an average of $5,000/year
- Eliminate the costs to install and repair signal equipment
- Provide a 25-year service life when compared to the ten-year service life of signal equipment

Source: DOTD Roundabouts Fact Sheet

What are the general principles of using a Roundabout?

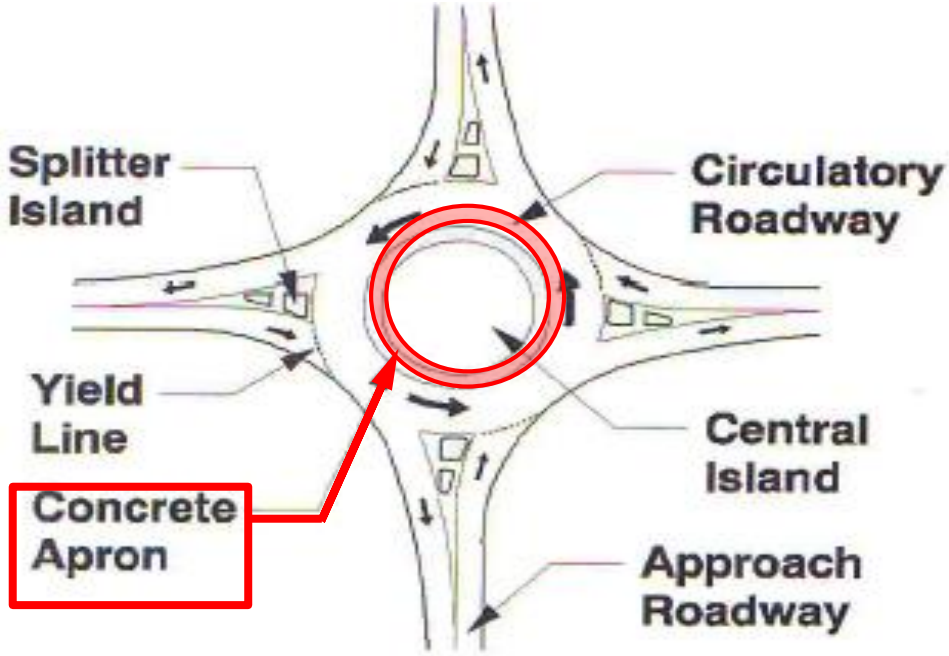
- Think of roundabouts as a series of “T” intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down, stop or yield to traffic already in the roundabout, and yield to pedestrians in the crosswalk.
- Then, it’s a simple matter of making a right-hand turn onto a one-way street.
- Once in the roundabout, the driver proceeds around the central island, then takes the necessary right-hand turn to exit.

Source: DOTD Roundabouts Fact Sheet

Can roundabouts accommodate larger vehicles?

- Yes. Roundabouts are designed to accommodate vehicles with a large turning radius such as buses, fire trucks and eighteen wheelers.

- Roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track.



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Source: DOTD Roundabouts Fact Sheet

Multi-Lane Roundabouts

- The minimum diameter for a multi-lane roundabout = 175’
- The multi-lane roundabout should be designed such that a truck and passenger vehicle can circulate the roundabout simultaneously
- The design vehicle may encroach on the outer lane, but a “safe” width of 12’ must be maintained
- A 30’-32’ circulatory width is recommended. 30’ circulatory widths may be appropriate for roundabouts with inscribed circles that have larger than the minimum diameter

How You Can Help

- Sign-in tonight and review all materials.
- Speak with a team member about any concerns or questions you may have.
- Provide us with your written or recorded comment.

This is the end of the Presentation.

Thank you for your time. Please visit the remaining stations to view the exhibits and provide comments.

The Presentation will begin shortly.